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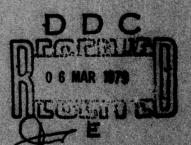
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FURTHER LASER VELOCIMETER MEASUREMENTS
OF SLENDER-BODY WAKE VORTICES

by

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Mountain View, CA 94043

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20. ABSTRACT (Continue on reverse olds if necessary and identity by block number)

The flow over an ogive-cylinder model with a length-to-diameter ratio of seven has been investigated at incompressible flow speeds. Forces and moments, surface flow visualization, and three-dimensional laser velocimeter measurements have been obtained at pitch angles of 22.5 and 37.5. Forces and moments have been compared to data previously obtained over a wide range of Reynolds numbers with this model.

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Surface flow visualization shows a complicated pattern of multiple separation and attachment lines. Asymmetric breaks in the primary separation lines are believed to be associated with the tearing loose of attached vortex sheets and the subsequent formation of a new sheet. Three-dimensional laser velocimeter measurements were performed on the leeward side of the model at several cross sections and at X = 2.8, 4.9, and 6.3 for $G = 37\frac{1}{2}$. Vortical regions rapidly become more and more diffusive and asymmetric in nature with downstream distance. Crossflow vector plots do not show distinct vortex centers toward the rear of the model.

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ii

TABLE OF CONTENTS

		Page
Section		No.
1. INTRODUCTION	APPLIES AND THE STREET	1
2. TEST APPARATUS		2
3. PROCEDURES		4
4. RESULTS		9
5. PRELIMINARY ANALYSIS OF THE DATA		12
6. CONCLUSIONS		16
REFERENCES		17
LIST OF SYMBOLS		18
TABLES 1 THROUGH 9		20
FIGURES 1 THROUGH 23		60

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FURTHER LASER VELOCIMETER MEASUREMENTS OF SLENDER-BODY WAKE VORTICES

by Richard G. Schwind and Joseph Mullen, Jr. Nielsen Engineering & Research, Inc.

1. INTRODUCTION

The rational modeling of flow phenomena is an effective means for predicting the aerodynamic characteristics of missile configurations. A significant portion of the modeling for moderate and high angles of attack concerns the body separation vortices. The correctness of the flow modeling can only be determined by comparisons with measurements. The present investigation was performed to increase the meager amount of flow measurements available in the separation region.

A laser velocimeter was used to obtain three-dimensional flow measurements in a non-intrusive manner on the leeward side of an ogive-cylinder model. Surface flow visualization and force measurements were also obtained. This study was sponsored by the U. S. Army Missile Command and is an extension of a previous investigation (refs. 1 and 2). As in reference 1, this is a data report for documenting the experiment. The model, laser velocimeter, and instrumentation were supplied by the NASA Ames Research Center, and the test was performed in the U. S. Army R&T Laboratory 7- by 10-Foot Wind Tunnel at Ames.

The author is particularly grateful to Dr. Kenneth Orloff of the Large Scale Aerodynamics Branch for the use of his laser velocimeter and associated instrumentation.

2. TEST APPARATUS

An existing ogive-cylinder wind-tunnel test model was used for this test program. It was borrowed from the NASA Ames Aerodynamics Branch. This was the model used in the previous NEAR flow field investigation (refs. 1 and 2). It has been the subject of extensive testing by personnel of the Aerodynamics Branch (refs, 3, 4, 5, 6). In the investigations by Ames personnel the forces and moments on the body have been measured and the surface flow and the vortical flow field have been visualized, the latter by use of the vapor-screen technique. The model is shown in Figure 1. It has a 3.5 length-to-diameter ratio ogive nose with a sharp point (nose apex total angle of 32.9°) and the same length cylindrical afterbody. The diameter is 15.24 cm (6 in.). The model was mounted on a 3.81-cm (1.5-in) diameter six-component task force balance. The balance was mounted into a 5.7-cm (2.25-in) diameter sting. This sting pivoted in pitch about a post that was attached to the tunnel floor as shown in Figure 2. The model centerline was located 4.5 diameters from the tunnel wall in order to make use of an existing laser velocimeter. test was performed in the U. S. Army R&T Laboratory 7- by 10-Foot Wind Tunnel located at NASA Ames Research Center. This is a low speed, closed-circuit, atmospheric tunnel of rectangular cross section.

The laser velocimeter (LV) used for the flow field measurements was designed by Dr. Ken Orloff of the Large Scale Aerodynamics Branch of NASA Ames. It was lent for this experiment. It incorporates two dual-scatter crossed-beam systems that operate independently at wave-lengths of 488.0 (blue) and 514.5 (green) nanometers. These beams originate from a single 4-watt argon laser. A schematic of the optical path is shown in Figure 3. The two LV systems are mounted at a 30° angle to each other (the green system above the blue) to make the LV sensitive to the two cross-flow components of velocity (described later). The three

fixed-focus lenses of the LV (the center one is the receiving optics) show through the window in Figure 2. Except for use of the fixed-focus lenses and the arrangement of the two sets of transmitting optical components the instrument is similar to an earlier version designed by Grant and Orloff (ref. 7). Also, this instrument contained acousto-optic cells in each channel to eliminate directional ambiguity. The top (green) channel was rotated 90° to obtain the axial velocity component.

The laser velocimeter was placed on a traversing table that could translate in the three perpendicular directions by operating motors. The LV was tilted on this table so that the axis of the blue beams was inclined upwards at 7.74° (thus the green beams were directed downwards at 22.26°).

The LV frequency signals were either analyzed automatically by frequency trackers, or the frequency determined manually using frequency analyzers. This is discussed in detail later. The LV frequencies, three traversing table positions, four normal and side force gages, and tunnel Q were sensed by transducers and the signals delivered to a PDP 11-05 minicomputer. The computer system contained a floppy disk drive for accessible storage and a cathode ray tube display with copier for hard copies.

3. PROCEDURES

Upon assembly the model contained several surface irregularities in the form of bolt holes, pin holes and seams. The seams came at 2/3 of a diameter from the nose (the end of the nose cap), at 3-1/2 diameters (the end of the ogive forebody), and along the longitudinal seams of the clam-shell style afterbody. Most of these holes and seams were filled with a polyester resin-based filler (body putty) and the model smoothed and buffed before being placed in the wind tunnel. Two holes for mounting pins and the nose seam were waxed over. The model was frequently washed with solvent and wiped dry with rags.

Two model pitch angles were used in the test, 22-1/2 and 37-1/2 degrees, the same as used in the previous investigation (refs. 1 and 2). To establish at the higher angle of attack from which side of the missile the asymmetric flow pattern would originate, a strip of tape was added near the nose on the left hand side looking upstream. This tape strip helped to stabilize the flow. It was 0.5 cm wide by 0.026 cm thick. It was placed between 1.75 and 10.3 cm behind the tip (0.11 to 0.68 X/D). The six-component body balance upon which the model was mounted was previously calibrated by an outside group using established procedures. Its calibration was checked in the wind tunnel. Interactions were included in the data reduction equations.

Carbon black flow visualization was performed at two different wind tunnel speeds, 18.2 and 36.4 meters per second (60 and 120 feet per second), and two pitch angles, 22.5 and 37.5 degrees. The resulting Reynolds numbers, based upon the free stream velocity and model diameter, are $Re_D = 0.18 \cdot 10^6$ and $0.37 \cdot 10^6$. A carbon black recipe was developed for each of those conditions for the best visualization of the fine structure of the surface flow. Since the mixture and its method of application may have some effect on the results, these items are described. At the

higher speed the solvent consisted of 60% kerosene and 40% no. 10 weight oil. To this was added 25% carbon black. For the lower speed, the solvent was 87% kerosene and 13% no. 10 weight oil. Again, 25% carbon black was used. The mixture was painted onto the model with a bristle brush and the painting process was continued while the tunnel was started up. This procedure minimized sagging of the mixture due to gravity. Approximately 20 seconds was required after the painting process was stopped to establish the desired flow speed. The surface pattern established itself quickly, but the solvent either gradually evaporated or ran off along the separation lines; and this process took approximately 45 minutes.

The tunnel was then shut down, the nose carefully removed and a carrying handle attached to the model. The model was removed from the balance and taken to a special photographic chamber. This chamber was a framework covered with cheese cloth. It was designed to eliminate destructive highlights. The nose was reinstalled once the model was in the chamber and photographs were taken at every 60° of rotation. The nose was always reassembled to the model with the same orientation.

Setting up the laser velocimeter required the establishment of a coordinate system. The three-dimensional LV traversing table was repeatedly adjusted until the intersection point of the laser velocimeter laser beams followed thin nylon strings attached to plum bobs at the front, middle and rear of the vertical plane through the model. The model was then mounted and the LV wind tunnel coordinate system established using the nose tip at zero pitch angle. The LV position and model angle transducers were then calibrated. The computer was programmed to translate between wind tunnel and missile coordinate systems and vice versa. Position checks were made by aligning the LV on various parts of the model body. The accuracy in determining the position of the LV focus point with respect to the model is believed to have been

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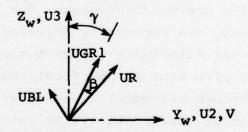
±0.8 mm (.030 inches, .005 D) in each of the coordinate directions. Because of the configuration of the LV with its two sets of beams at 30°, the far side of the model was completely in the shadow of the beams and no measurements could be taken there. Furthermore, the top of the shadow zone extended upward away from the model at about an 8° angle due to the angle of the lower set of beams. The limit on how close the LV focus point could approach the body depended upon the reflections into either photomultiplier tube from any beam reflecting off some combination of the body and the window.

Data points were obtained with the LV system by traversing each horizontal row in a missile cross section twice. The first time the row was traversed both sets of beams were oriented vertically and two cross-flow vectors in wind tunnel coordinates were measured. For the repeat traverse the top LV beams were rotated 90° to measure the horizontal velocity component. The position was nearly always reproduced upon the second traverse within ±.001 D in the horizontal position, and ±.006 D in the vertical plane. The basis for resolving the two non-orthogonal LV velocities measured in the wind tunnel cross flow plane to orthogonal velocity components in the same plane was through the following relationship which is based on the sketch shown:

$$\frac{\text{UGR1}}{\cos\beta} = \text{UR} = \frac{\text{UBL}}{\cos(\beta+30^\circ)}$$

Thus:

$$\beta = \tan^{-1} \left[1.7320 - 2 \frac{UBL}{UGR1} \right]$$



Wind tunnel cross flow plane, looking upstream

The resulting velocity components in wind tunnel coordinates are:

U1 = UGR2 (axial component, positive direction downstream) U2 = UR sin $(\beta+\gamma)$

 $U3 = UR \cos (\beta + \gamma)$

In missile coordinates the dimensionless velocity components are:

 $\begin{array}{l} \textbf{U} = (\textbf{U1} \cos \alpha - \textbf{U3} \sin \alpha) / \textbf{U}_{\infty} \\ \textbf{V} = \textbf{U2} / \textbf{U}_{\infty} \\ \textbf{W} = (\textbf{U1} \sin \alpha + \textbf{U3} \cos \alpha) / \textbf{U}_{\infty} \end{array}$

While velocity components were measured in a wind-tunnel coordinate system and then resolved into missile coordinates, it is emphasized that the measurement points were located in missile cross-sectional planes.

There were two ways to obtain laser velocimeter readings. The simpler was to command the computer to sample the tracker values 19 times in one-thirtieth second intervals and average the values. However, the signal-to-noise ratio was generally poor in the region of the flow with moderate to large vorticity levels. Tracking the signals became unreliable or impossible. In these cases the frequency was manually read on Hewlett Packard 141T-8443A spectrum analyzers and the resulting values typed into the minicomputer. Each crossflow vector was plotted in its proper location on the CRT display. The data point could be retaken before continuing. This was occasionally necessary if the tracker quit tracking just before sampling took place. In a cross section the lateral position of data points in each row was nearly always the same, simplifying subsequent data reduction. The vertical spacing was chosen to obtain an adequate definition of the flow field. Obtaining data points near vortex centers was usually very difficult. Reading one point in that region could consume as much time as required for the rest of the entire row.

The design concept used for the crossflow two-dimensional LV system created a system that was bulky in the vertical dimension. This particular LV was designed for another tunnel and could only be accommodated at the Army 7- by 10-Foot Wind Tunnel by replacing one of the large tunnel doors with a full length piece of plate glass. Even so, to take measurements in planes perpendicular to the model centerline, as was done, required that

the model be translated along the tunnel axial direction between the measurements taken in the front two planes and the rear plane. Upon completing this translation the balance forces and moments were checked for agreement with the previous values before continuing the test.

4. RESULTS

Model normal- and side-force coefficients, $C_{\rm N}$ and $C_{\rm Y}$, and pitching- and yawing-moment coefficients, $C_{\rm m}$ and $C_{\rm n}$, are presented in Figures 4 and 5. Figure 4 presents the results for the model at 22-1/2° (no tape) and Figure 5, for 37-1/2° with tape. The values are plotted versus the Reynolds number based upon the crossflow velocity. Data for the same body taken in the NASA/Ames 12-Foot Wind Tunnel by Keener, et al. (ref. 6) is shown. The reason for poor agreement in Figure 4, but good agreement in Figure 5 is unknown.

The crossflow vector plot for X=6.3~(x/L=.9) at the model angle of 22-1/2° is presented in Figure 6 (the view is looking upstream in cross-section plots). The Reynolds number, Re_D is $0.37\cdot10^6$. The dots show the positions of the vortex centers. These were obtained by interpolating velocity components between the surrounding data points. Figure 7 shows axial velocities at the same cross section and same conditions as in Figure 6. All velocities have been made dimensionless using the free-stream velocity.

Table 1 contains the individual data point positions X,Y,Z, and measured velocity components U,V,W both in missile coordinates. The raw frequency data UB1 and UG1 are the blue and green channel readings in the tunnel cross section plane, and UG2 is the green channel reading in the axial direction. Also included in Table 1 are RMSB and RMSG. These are the root mean square values from the sampling of the trackers for UB1 and UG1, respectively. By comparing these values for these cases the relative unsteadiness can be noted. When the frequencies were read manually on the analyzers the rms values were automatically set equal to these readings. Thus, the manually read values can be easily determined. Table 2 contains the dimensionless circulation (GAM) and vorticity (VORTIC) in the cross section for each set of four adjacent data points (approximately rectangular in

shape). Circulation has been made dimensionless by using the factor: $\pi \times \text{body diameter} \times V_{\infty} \times \sin \alpha$. Positive values are in the counterclockwise sense. The grid center location, XC and YC and area are included.

Tables 1 and 2 have row and point numbers. The row in Table 2 lies half way between the rows in Table 1, and similarly for the point numbers on each row. Values from Table 2 have been used to determine vorticity contours, see Figure 8.

Three cross sections were probed at the model pitch angle of $37-1/2^{\circ}$ and $\mathrm{Re}_{\mathrm{D}} = 0.23 \cdot 10^6$. A strip of tape was located on the model nose as previously described. The cross sections at X = 2.8, 4.9 and 6.3 (40, 70 and 90 percent of the length) were probed. The data are contained in Tables 3, 5, and 7, respectively. The resulting circulation and vorticity values are presented in Tables 4, 6, and 8, respectively. Figures 9-17 contain the crossflow vector plot, and axial velocity and vorticity contour plots for each of these three cross sections. Figure 18 presents an overlay of some of the vorticity contours from the same three cases. This shows the relative position of the vortical regions in the three cross sections.

Sets of photographs from four carbon black surface flow visualization cases are presented in Figures 19-22. The set of photographs in each figure show the model surface pattern at 6 different angles, 60° apart in rotation. The first case, Figure 19, is for the pitch angle of 22-1/2° (no tape). The flow conditions are the same as for the flow field described above in Figures 6-8.

The remaining three flow visualization cases are for the pitch angle for $37-1/2^{\circ}$. The first of these (Figure 20) is with the tape strip in place and $Re_{D} = 0.18 \cdot 10^{5}$, the same as for the LV measurements reported in Reference 1. Figures 21 and 22 are for the cross flow Reynolds number of the present experiment,

0.37·10⁵. The first case is without the tape strip. Figure 22 shows the case with the tape strip in place, so the flow field conditions are the same as for the measurements shown in Figures 9 to 17. Separation and attachment lines as shown in this last set of photographs were read and are indicated on the cross flow vector plots in Figures 9, 12 and 15. Also, the positions as indicated in this set of photographs for the two primary separation lines along the entire length of the model are indicated in Figure 23.

5. PRELIMINARY ANALYSIS OF THE DATA

As previously noted the purpose of this report is to present the results of the experiment, and not to analyze them. Some observations on these results are made here, however, but no comparisons to previous tests or theoretical methods are made. Further manipulation of the results is also possible and should be performed.

Some blemishes in the carbon black oil surfaces can be noted. The blank spot near $\theta=0$ in Figure 22 is a spot that did not get painted. This appears to have had only a very local effect on the pattern. The uniformly dark areas, particularly in Figures 19 and 20, are areas where the carbon black did not flow. Smudges and scrapes of the flow pattern after its formation - during handling - show on the nose in Figure 21, and just above the mid section of Figure 22. These do not affect the use of the photographs. The flow patterns across the longitudinal seams and large bolt holes (both filled with polyester-based resin and sanded smooth) show no indication of discontinuities. The seam at X = .50 and the body pin hole does show signs of discontinuous surface heights. However, none of the major features in the separation lines can be readily traced to these junction effects.

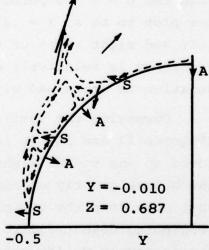
The primary (first) separation lines showing in Figure 19, $\alpha = 22-1/2^{\circ}$, are quite symmetric. For the first 55% of the length these separation lines are very close to $\pm 100^{\circ}$. Then the separation lines move further aft to nearly $\pm 120^{\circ}$ for the remainder of the body length. For the next case (Figure 20, $\alpha = 37-1/2^{\circ}$, lower Reynolds number) large asymmetry in the primary separation lines is noted on the rear half of the model, greater than $\pm 90^{\circ}$ in the $\pm 60^{\circ}$ photo, and much less than $\pm 90^{\circ}$ in the $\pm 240^{\circ}$ photo.

Figures 21 and 22 show the model at $\alpha = 37-1/2^{\circ}$, Re_D = 0.37·10⁶, and respectively, without and with the tape strip. A striking difference between these two sets of

photographs are the two breaks in the separation line on each side for the case with the tape. These breaks in the separation lines are placed asymmetrically with respect to each other. These breaks in the separation lines are believed to be associated with vortex sheets tearing loose from the body and a new sheet forming. The attachment lines were marked with dashed lines on the model in this latter set of photographs to make their identification easier. The angles of the separation and attachment lines were read on enlarged photographs and are marked on the cross vector plots in Figures 9, 12, and 15. The location of these points has been determined to within three quarters of a degree. The locations of the first separation line on each side of the model has been read for nearly the entire length of the body. These are shown in Figure 23. The breaks in the separation lines show in detail in this figure.

The separation and attachment points indicated in Figure 9 (X = 2.8) and on the left side of Figure 12 (X = 4.9) contain an extra pair of singular points. A schematic is shown here of a

local flow field which satisfies all separation and attachment points and the nearby measured flow vectors for the X = 4.9 case. The extra set of singular points in this case is associated with the first break in the vortex sheet.



Returning to the surface flow visualization in Figure 21, the case at $\alpha = 37-1/2^{\circ}$ but without the tape strip, no breaks in the separation lines are noted. Possibly the severe flow unsteadiness that was observed for this case is due to an oscillation of

the separation lines for the breaks. The resulting carbon black surface flow pattern of some average for the flow would not be meaningful. Also, since one placement of a tape strip produced large changes in the flow pattern, one could reason that possibly other placements would produce other results. The good agreement for the force and moment coefficients between this test with the tape strip and the 12-Foot Wind Tunnel results of Keener, et al (ref. 6) for the same model but without a tape strip indicates otherwise.

Some analysis of the crossflow plots from the $\alpha=37\text{-}1/2^\circ$ LV measurements are in order. The two counter-rotating vortices at X = 2.8 that are evident in the vector and vorticity plots, Figures 9 and 11, have 15 to 25 percent excess velocity in the vortex cores (as compared to the free-stream velocity). These vortices have the character of swirling jets. The circulation inside the $\Omega=\pm.5$ contours and above the bottom traverse line are -0.169 and +.306. While the vortex center on the left side could not be located by interpolating velocity components to find the U = V = 0 point, the center was selected from the vortex plot to be at Y = .17 and Z = .61. The circulations on the left and right sides of the $\Omega=0$ line are -.151 and +.291. The vorticity is relatively concentrated and virtually all the circulation is contained within the $\Omega=\pm.5$ contours (see Table 9).

Comparing the vorticity contour plots for X = 2.8 and 4.9 (Figures 11 and 14) it is noted that the left vortex center has moved up and to the right, and the right vortex has moved upwards and become greatly elongated. In the lower left of Figure 14 vorticity from the top of another clockwise vortex is evident. Continuing downstream to X = 6.3 the vortical regions enlarge significantly while vorticity levels are reduced. The resulting circulations are actually larger (see Table 9). For convenience in visualizing the growth of vortical regions a superposition of selected vorticity contours for X = 2.8, 4.9, and 6.3 is shown in

Figure 18. The shaded areas show the central regions of the vortices. No concentrated vortex cores are evident at X = 6.3 from the crossflow vector plot, Figure 15.

6. CONCLUSIONS

The flow over an ogive-cylinder model with a length-to-diameter ratio of seven has been investigated at incompressible flow speeds. Forces and moments, surface flow visualization, and three-dimensional laser velocimeter measurements have been obtained at pitch angles of 22.5° and 37.5°. Forces and moments have been compared to data previously obtained over a wide range of Reynolds numbers with this model. This comparison shows the flow to be transitional in nature.

Surface flow visualization shows a complicated pattern of multiple separation and attachment lines. Asymmetric breaks in the primary separation lines are believed to be associated with the tearing loose of attached vortex sheets and the subsequent formation of a new sheet.

Three-dimensional laser velocimeter measurements were performed on the leeward side of the model at X=6.3 for $\alpha=22-1/2^{\circ}$, and at X=2.8, 4.9, and 6.3 for $\alpha=37-1/2^{\circ}$. Vortical regions rapidly become more and more diffusive and asymmetric in nature with downstream distance. Crossflow vector plots do not show all the vortex cores at the X=4.9 and 6.3 locations. At X=2.8, which is located on the nose, the vortices have a greater velocity component along the body axis than free-stream velocity, but farther aft at X=4.9 and 6.3 velocity defects are evident in the center of the vortical regions.

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LIST OF SYMBOLS

C _m	Pitching moment coefficient, C _m = M _m /SQD
C _n	Yawing moment coefficient, $C_n = M_n/SQD$
C _N	Normal force coefficient, C _N = N/SQ
c _y	Side force coefficient, $C_{Y} = Y/SQ$
D	Diameter of model afterbody, 15.24 cm (6 in.)
L	Model length, 106.68 cm (42 in.)
M _m	Pitching moment about $x/L = 0.5$
^M n	Yawing moment about $x/L = 0.5$, positive force on nose in +Y direction
N	Normal force
Q	Free stream dynamic head
Re _D	Reynolds number based upon \mathbf{U}_{∞} and \mathbf{D}
RMSB, RMSG	Root mean square of blue, green, beam laser velocimeter raw data
S	Cross sectional area of model afterbody
S	Distance along a path in the model cross flow plane, divided by body diameter
U,V,W	Velocity components in body coordinates X,Y,Z divided by \mathbf{U}_{∞}
U_{∞}	Free stream velocity
UB1,UG1,UG2	Laser velocimeter raw data
UBL,UGR1,UGR2	Velocities perpendicular to the axis and in the plane of the blue, green (oriented ver- tically), and green (rotated horizontally) LV beams
UR	Resultant velocity from UBL and UGR1
U1,U2,U3	Velocity components in wind tunnel coordinates
v	resultant velocity in the model cross flow plane divided by \mathbf{U}_{∞}
X,Y,Z	Body coordinates/D (see Figure 1)

LIST OF SYMBOLS (concluded)

Y	Side force (positive in Y-direction), lateral coordinate
YC, ZC	Vortex center in Y, Z coordinates
α	Model pitch angle
β	Angle between UR and UGR
Υ	Angle between $Z_{\overline{W}}$ and UGR
Г, GAM	Dimensionless circulation, positive in counterclockwise sense, $\frac{1}{\pi \sin \alpha} \int \overline{v} \cdot \overline{ds}$
θ	Angle about model axis, see Figure 23
Ω	Dimensionless vorticity, Γ divided by the area of the enclosed quadrilateral (lengths made dimensionless by D)

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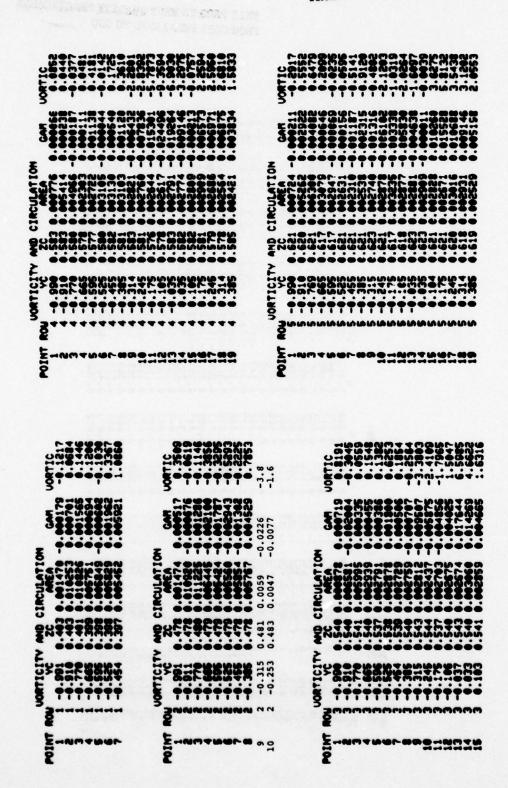
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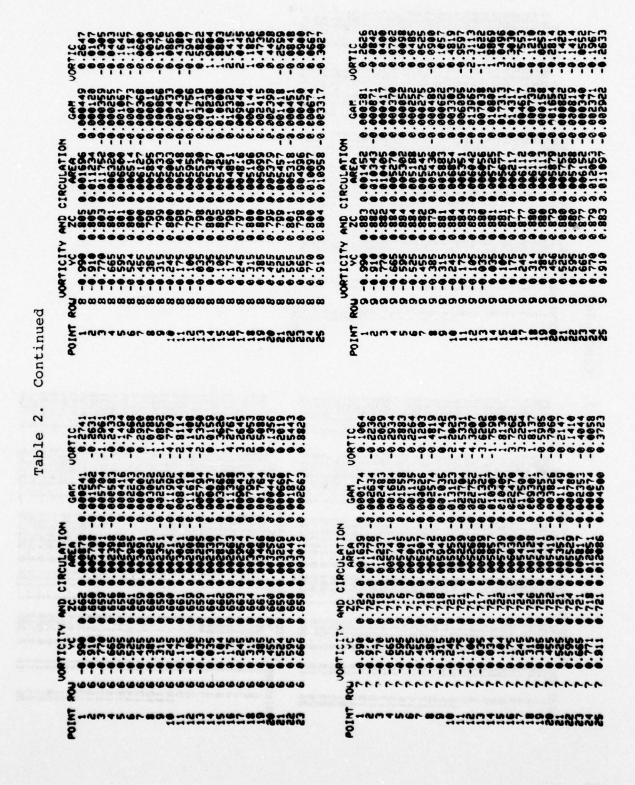
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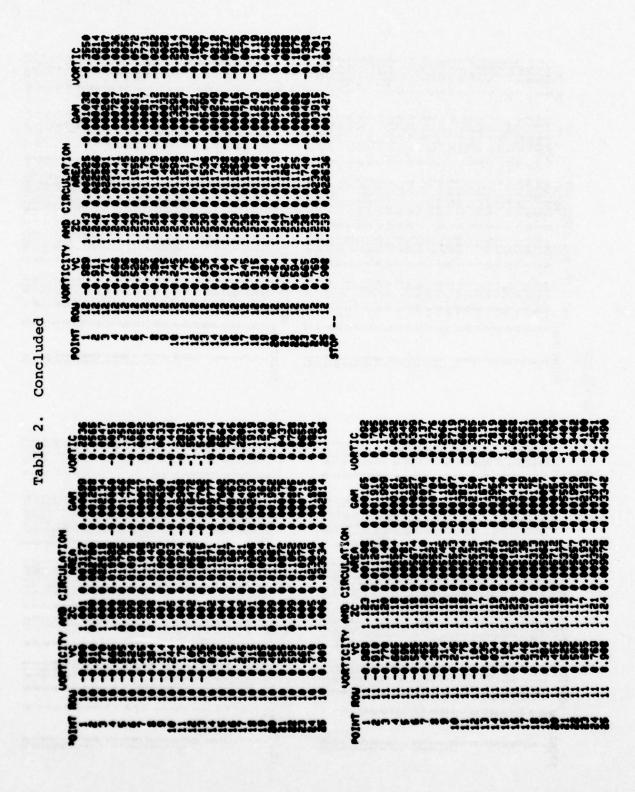
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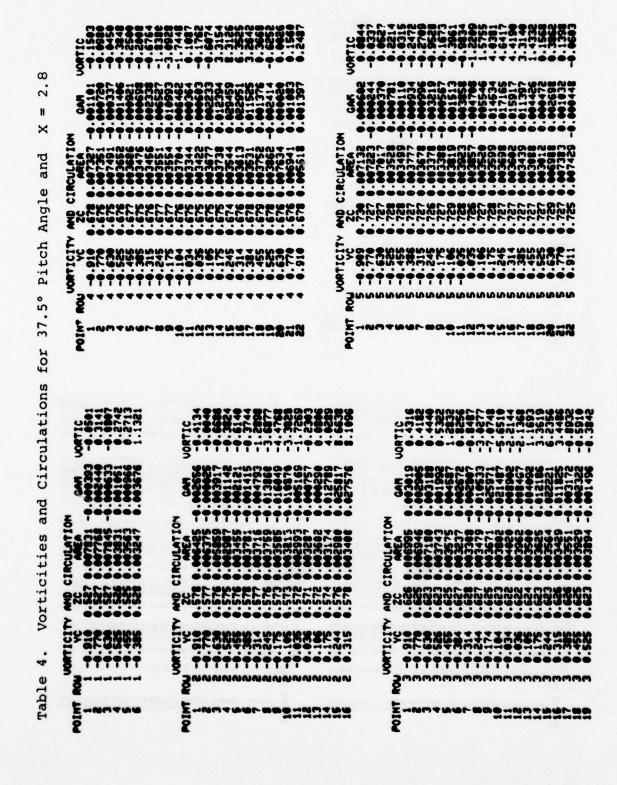
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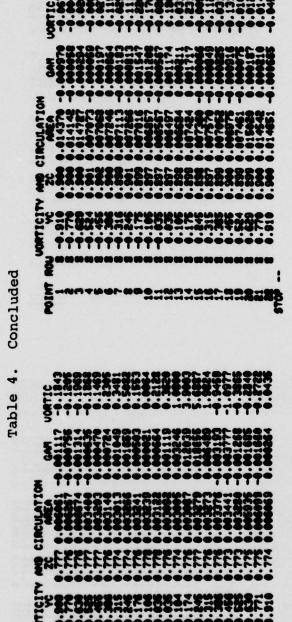
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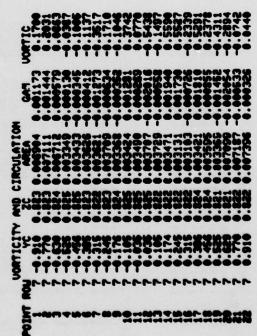
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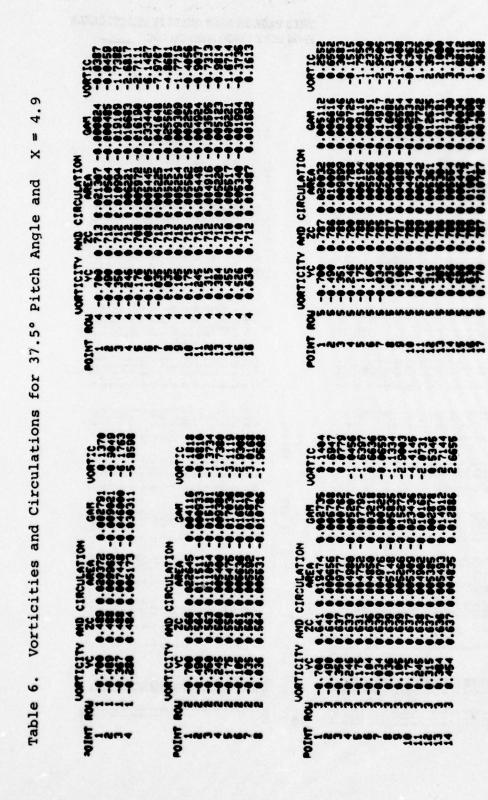
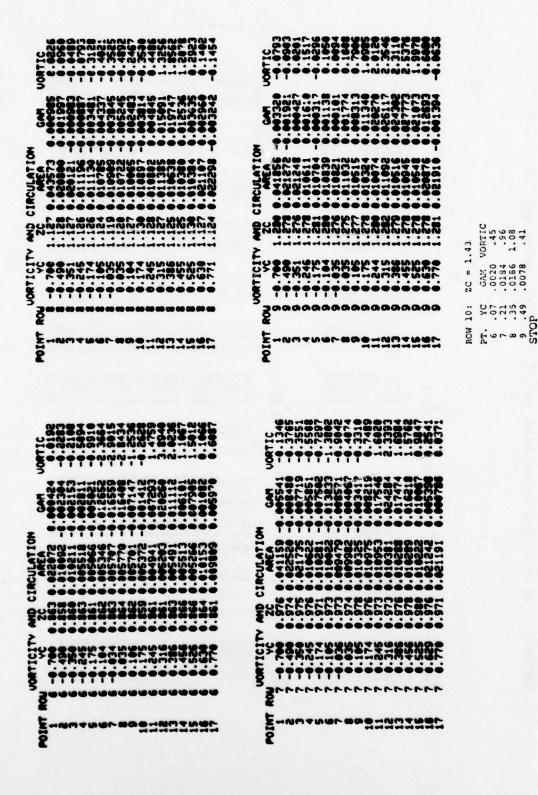


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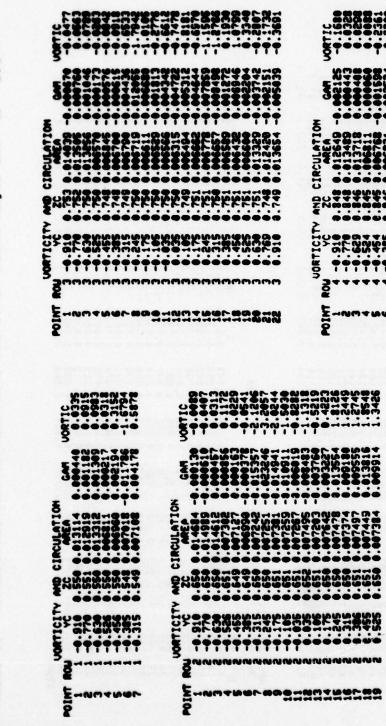


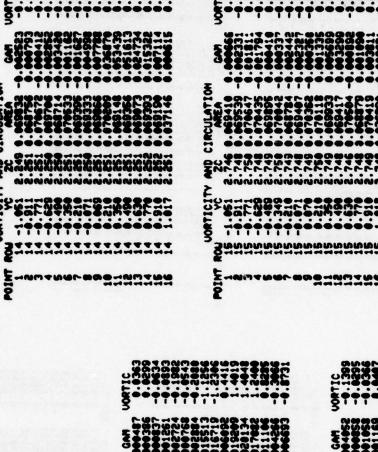
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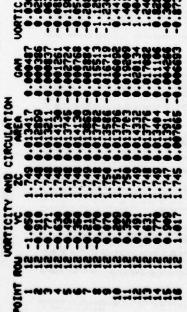




Table 9. Summary of Vortex Data

α	22.5		37.5	
X	6.3	2.8	4.9	6.3
First vortex originating from				
-Y side:				
ZC from velocity vectors	0.572		0.687	
YC from velocity vectors	-0.107		-0.010	
		0.61		0.99
ZC using vorticity values		-0.17		0.28
YC using vorticity values				0.20
$\Gamma$ on -Y side of $\Omega = 0$	-0.356	-0.151	-0.604	
I inside $\Omega = -1$ contour	-0.28		-0.35	-0.41
$\Gamma$ inside $\Omega = -0.5$ contour		-0.169		
First vortex originating from				
+Y side:				
ZC from velocity vectors	0.677	0.680		
YC from velocity vectors	0.171	0.216		
ZC using vorticity values			1.05	2.20
YC using vorticity values			0.35	1.15
$\Gamma$ on +Y side of $\Omega$ = 0	0.339	0.291	0.53	
$\Gamma$ inside $\Omega = +1$ contour	0.298			
I inside $\Omega = +0.5$ contour		0.306	0.44	
$\Gamma$ inside $\Omega = +0.2$ contour				0.51

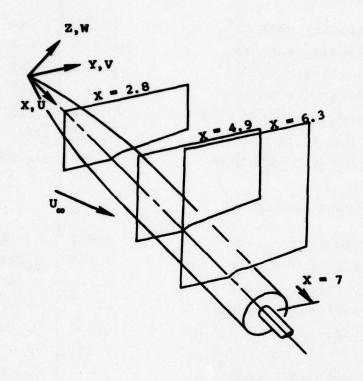


Figure 1. - Test model, coordinate system, and measurement planes.

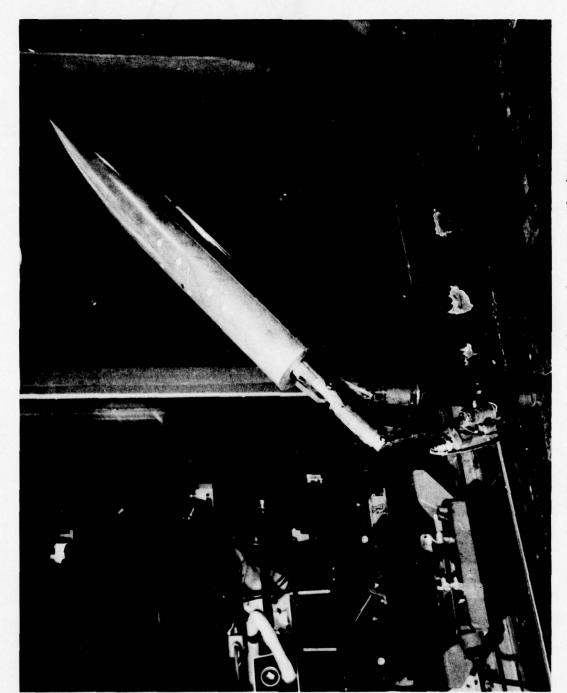
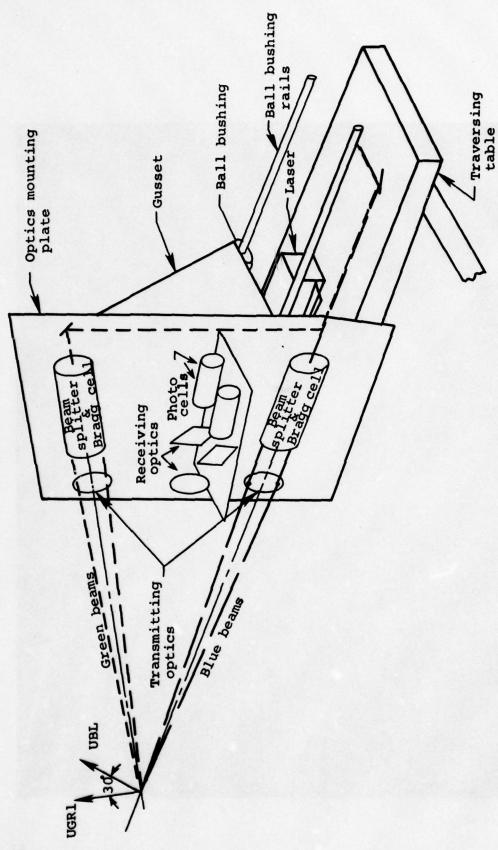


Figure 2.- Model mounted in the wind tunnel. Laser velocimeter system is seen through the window.



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Figure 3.- Crossflow laser velocimeter.

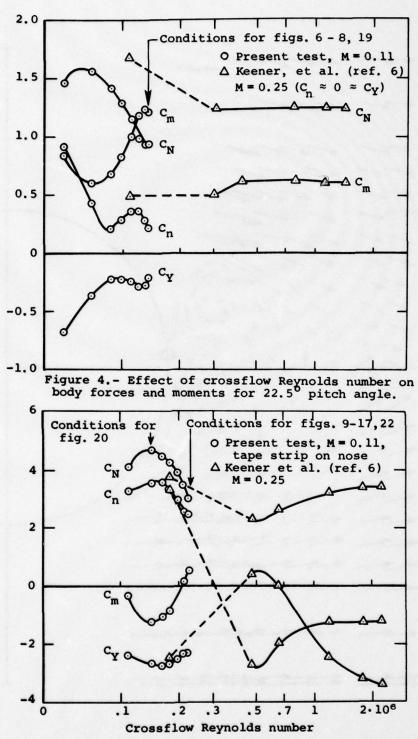
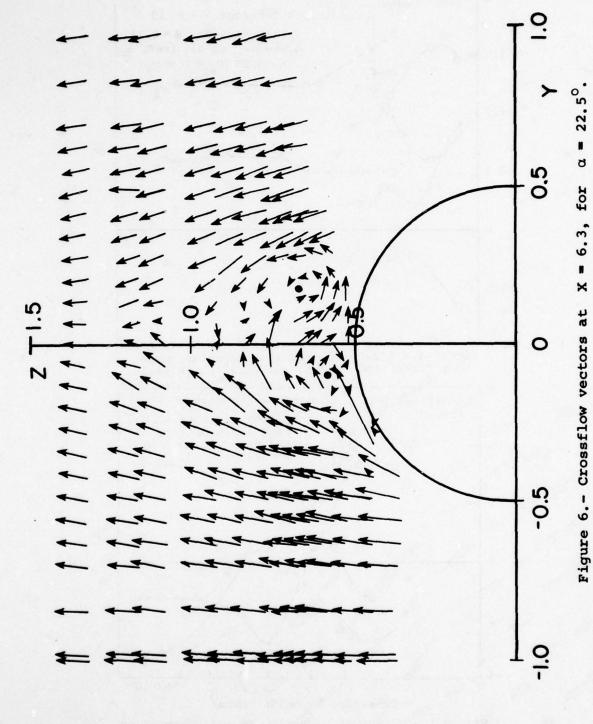
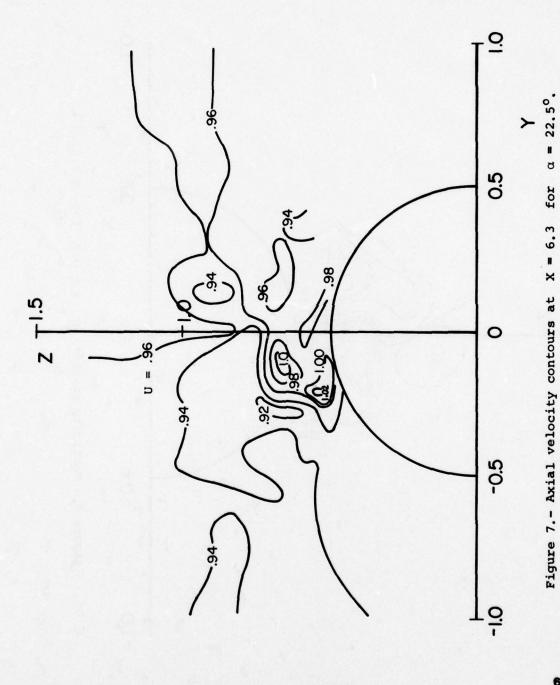
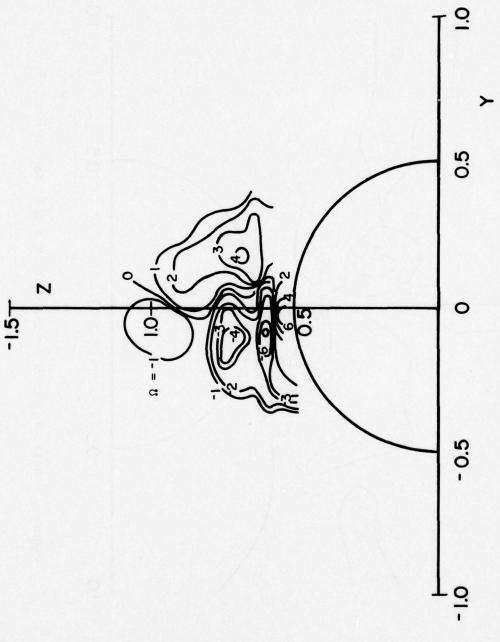


Figure 5.- Effect of crossflow Reynolds number on body forces and moments for 37.5° pitch angle.

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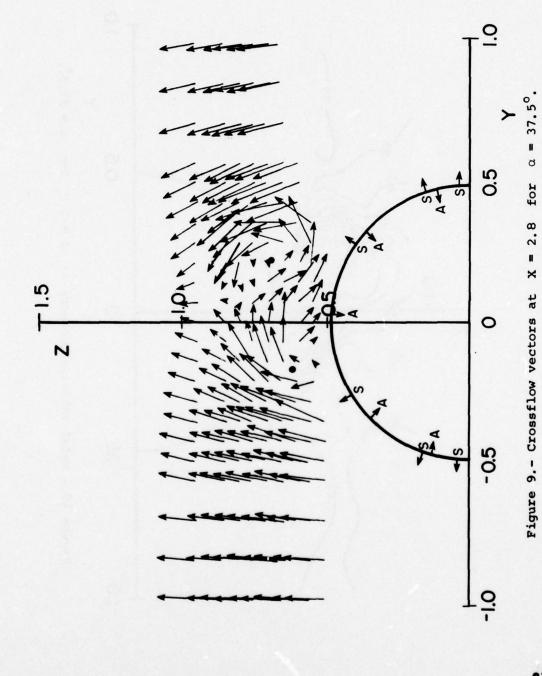






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Figure 8.- Vorticity contours at X = 6.3 for  $\alpha = 22.5^{\circ}$ .



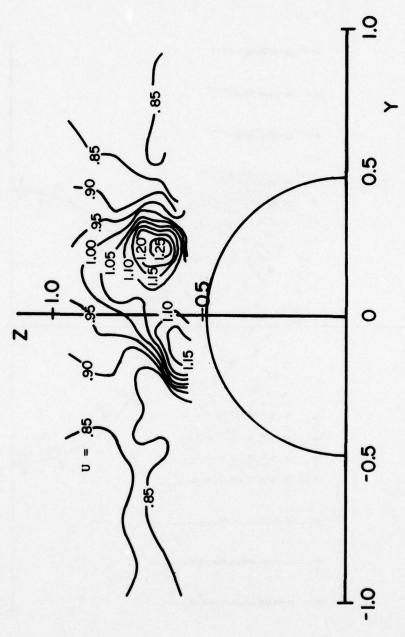
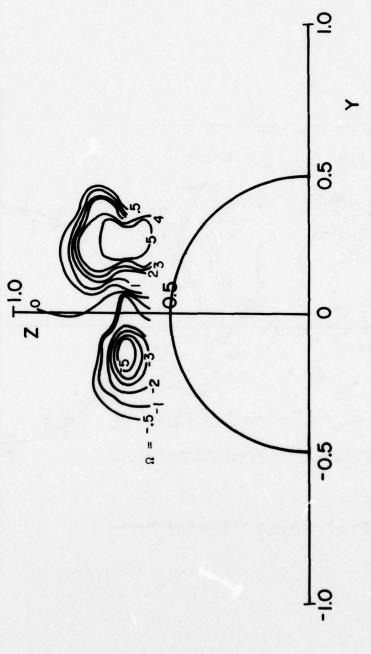


Figure 10. - Axial velocity contours at X = 2.8 for  $\alpha = 37.5^{\circ}$ .



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Figure 11.- Vorticity contours at X = 2.8 for  $\alpha = 37.5^{\circ}$ .

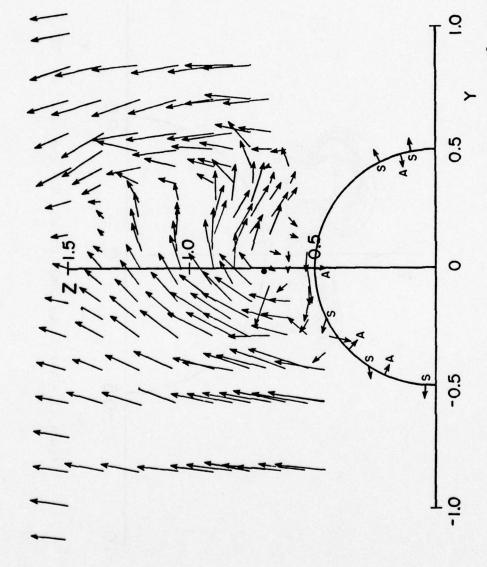
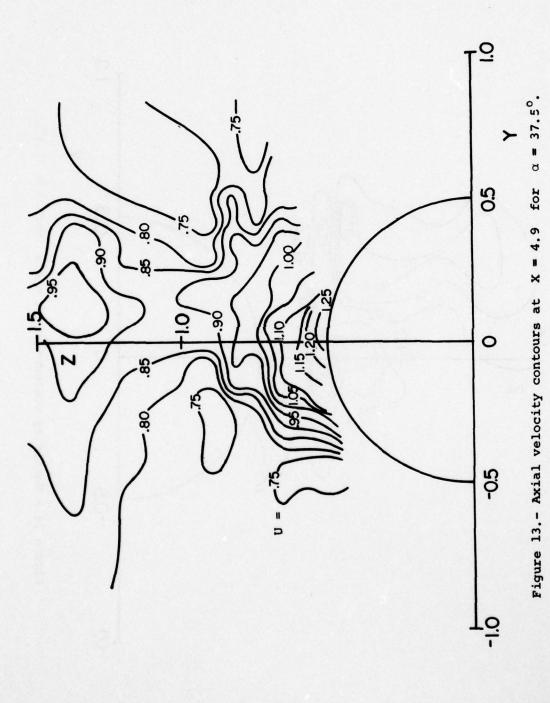


Figure 12.- Crossflow vectors at X = 4.9 for  $\alpha = 37.5^{\circ}$ .



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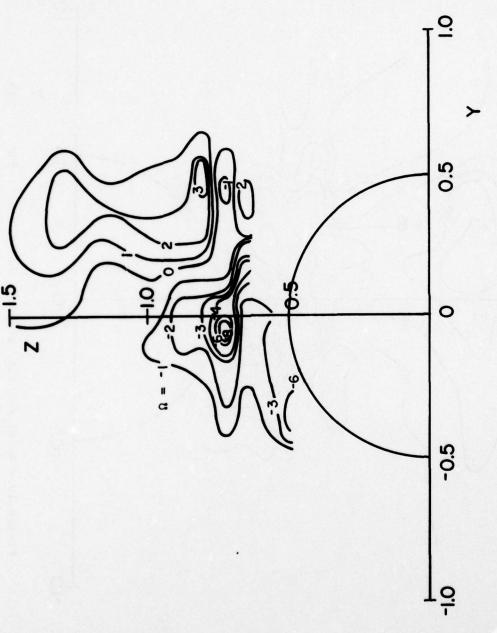
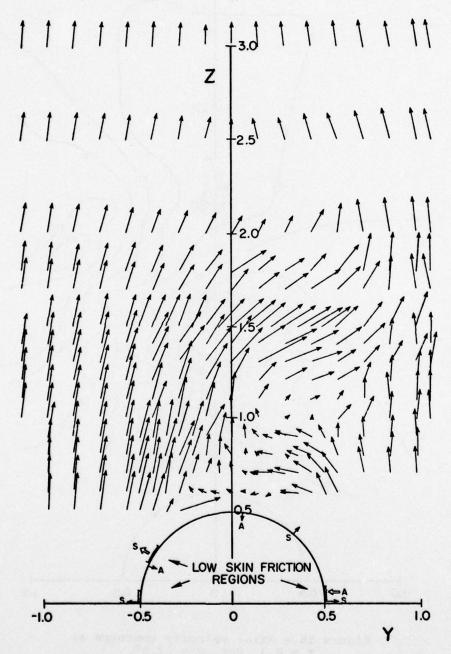


Figure 14.- Vorticity contours at X = 4.9 for  $\alpha = 37.5^{\circ}$ .



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Figure 15.- Crossflow velocity vectors at X = 6.3 for  $\alpha = 37.5^{\circ}$ .

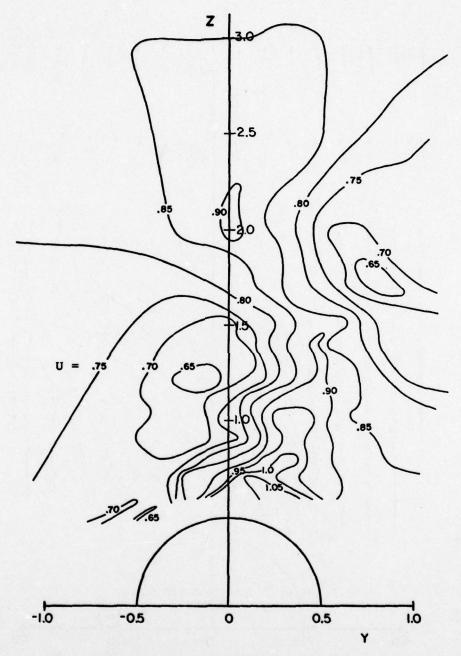


Figure 16.- Axial velocity contours at X = 6.3 for  $\alpha = 37.5^{\circ}$ .

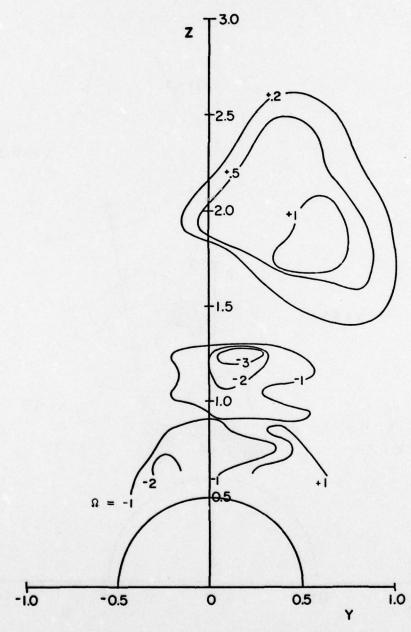


Figure 17.- Vorticity contours at X = 6.3 for  $\alpha = 37.5^{\circ}$ .

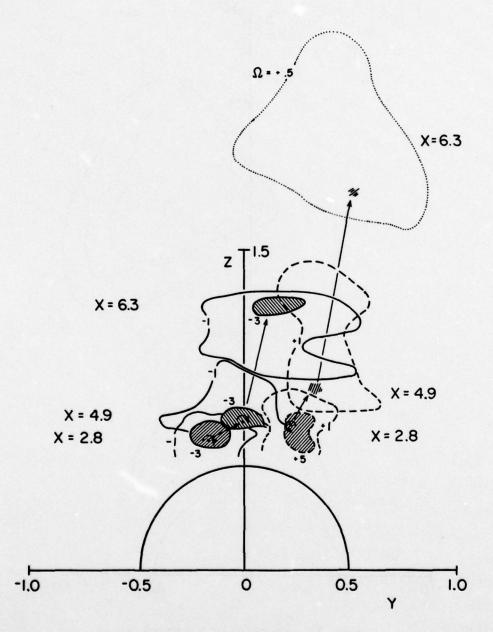


Figure 18. - Summary of vorticity contours at  $\alpha = 37.5^{\circ}$ .

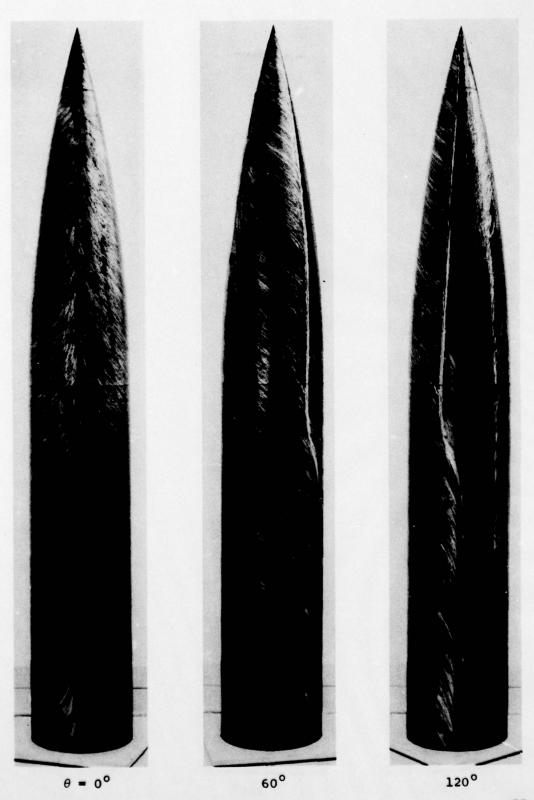


Figure 19.- Carbon black surface flow visualization,  $\alpha$  = 22-1/2°; ReD = 0.37·10°.

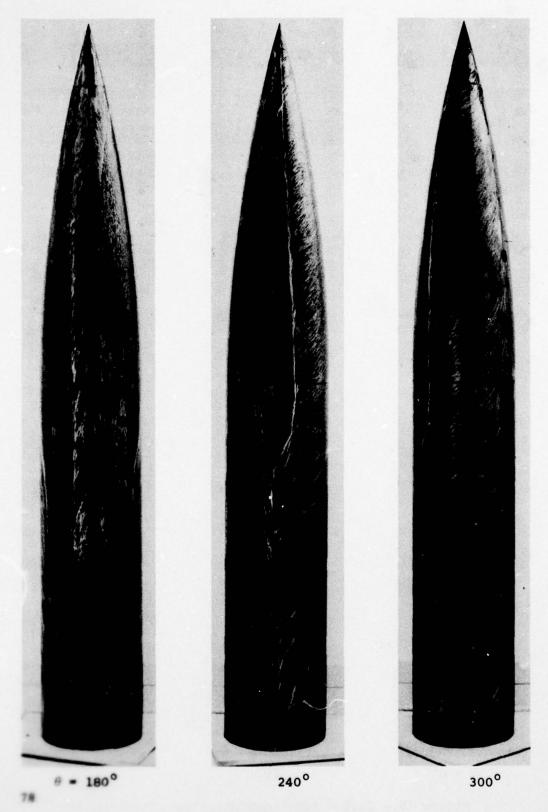


Figure 19. - Concluded.

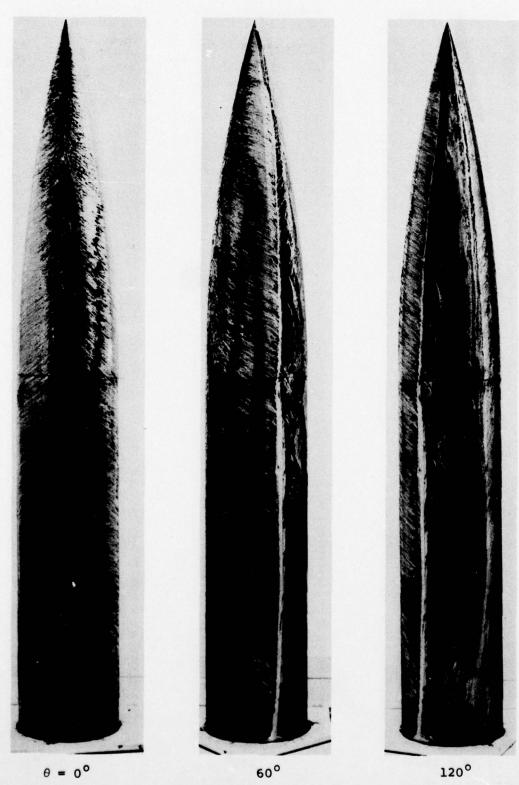


Figure 20. - Carbon black surface flow visualization,  $\alpha$  = 37.5°; Re  $_{\rm D}$  = 0.18·10°, with tape strip on nose.

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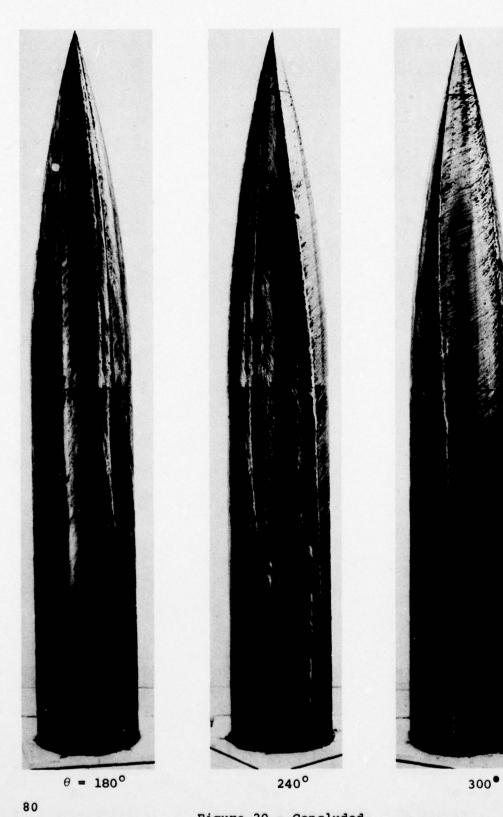


Figure 20. - Concluded.

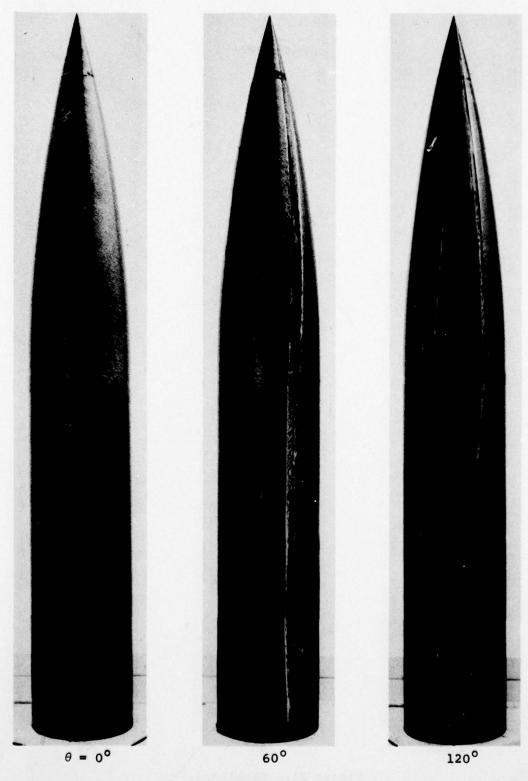


Figure 21.- Carbon black surface flow visualization,  $\alpha$  = 37-1/2°; Re_D = 0.37·10⁶, without tape strip on nose.

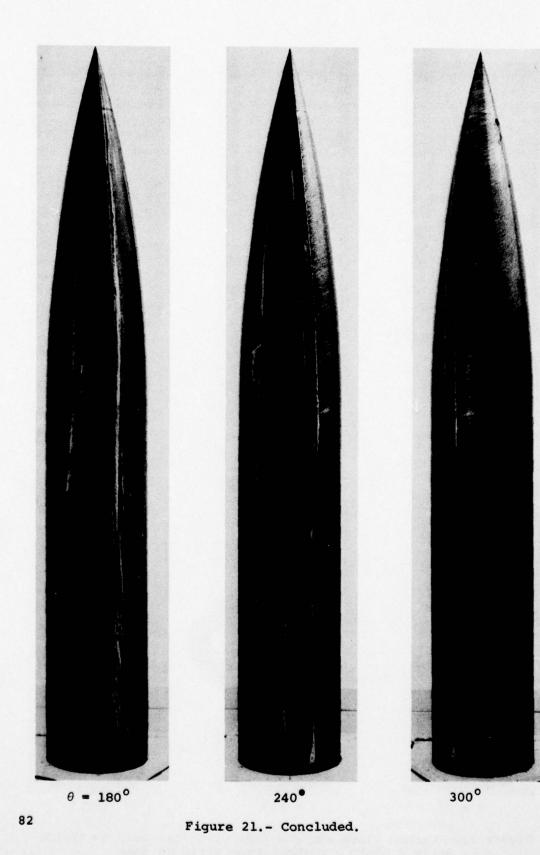




Figure 22.- Carbon black surface flow visualization,  $\alpha = 37-1/2^{\circ}$ ; Re = 0.37·10⁶, with tape strip on nose. (Figures 9-18, 23 at same flow conditions)

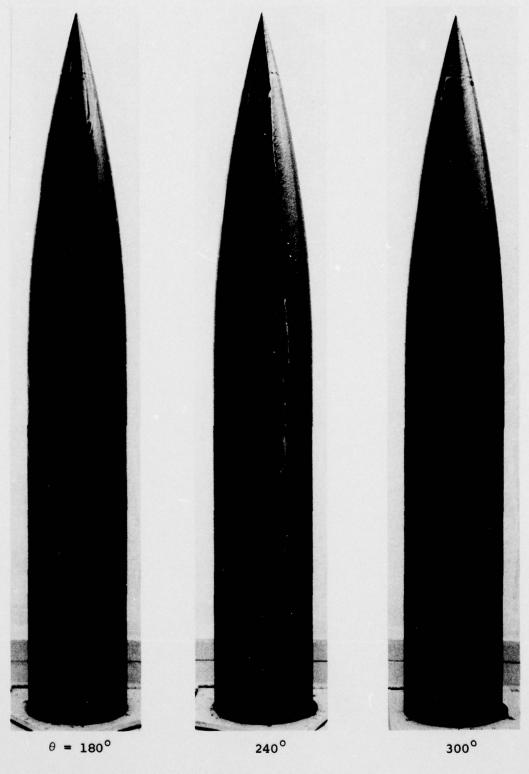
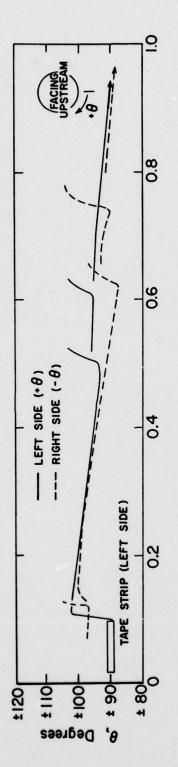


Figure 22. - Concluded.



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Fraction of body length

Figure 23.- Location of primary separation lines from photographs of Figure 22,  $\alpha = 37-1/2^{\circ}$ , Re = 0.37.10 $^{\circ}$ , with tape strip.

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